

# ST. LOUIS ARMY ENGINEER DISTRICT *ESPRIT*

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(L) Dawn Lamb, Director, River information, Kiyohiko Ujiei; interpreter Terumi Gale; Claude Strauser; Chief Research Engineer, Water Resources Department Katsuhiro Kanazawa; and Deputy Director, River Planning Division Sataru Otani pause for a last-minute group photo to remember the Japanese delegation's visit to St. Louis.

## Destination: St. Louis, MO

It's early February. The ground is covered by alternating layers of ice and packed snow. The wind coming down the frozen Mississippi River is subtracting 20 degrees from the single-digit temperatures... "Let's go to St. Louis!"

It must be something besides the weather that attracts people to visit the U.S. Army Corps of Engineers St. Louis District. It is what we do here and the people who do it.

The first two weeks of February were witness to that fact, as some 15 members of the 169th Engineer Battalion, the people who train military heavy equipment operators for all branches of America's services, came on a day trip from Fort Leonard Wood, Mo. Later in the week a high level group representing an agency analogous to a combined Corps of Engineers, Department of Transportation and Federal Emergency Management Agency, came half way around the world from Japan.

The engineers, led by their commander Lt. Col. Jay Mallory, EN, USA, made the early morning drive from Fort Leonard Wood. After being welcomed by Acting District Commander Major Joe Tyron, they were force-fed a compressed series of presentations by key engineers working in various disciplines in the District. Headquarters presenters who shared their special expertise with the Soldiers included: Dennis Morgan, Mark Alvey, Greg Hempen, Tom Quigley, Mel Baldus, Larry Strunk and Owen Dutt.

**Destination: St. Louis, MO Cont. page 3**



## Commander's Perspective



**MAJ Joseph D. Tyron**

War is a costly endeavor – and we're in one. The impact on the U.S. Army Corps of Engineers is profound, as is the consequent impact on the St. Louis District.

COL Williams has been deployed to Iraq for three months. As I draft this, more than 20 more of our fellow employees are there, laboring to restore the infrastructure of that nation. Many have completed tours. Many more will go.

But the war in Iraq and Afghanistan, as well as around the world against terrorism, is impacting those who come to work every day throughout the 28,000 square miles of our District as well.

Many have seen the budget for 2004 and some, for 2005. Yes, there is less than we requested. There are two roads we can go down: the high road and low road. The low road is the path for pessimists who worry about what we

can't do. The high road is for those who focus on what we can do. I am continuously amazed at what the District's employees accomplish and though everybody would want our budget situation to be better, you are constantly coming up with initiatives to make our resources go further.

We all know that the needs of our nation are great. As a result, our nation in turn, needs us now more than ever. Today we must remain as ready to serve as ever. We have only to look at Afghanistan and Iraq and the role of our Army there. I would ask you to remember the higher purpose we all serve: America.

The Corps' transformation – USACE 2012 and tools such as P2 – are part of an overall effort to do our best, work the smartest, and deliver the best results with what we have.

What can we in the St. Louis District family do to meet these challenges? If we each do our level best, seek learn and apply the best ideas to the best of our ability, we will each be doing everything that we can. The end result will be the best possible outcome.

My best is what I pledge to you. Our best should be what we promise to each other.

As we strive to find economies and move forward, we need to keep our eye at all times on our customers and their interests. Our best support for them will in turn garner their best support for us.

When he returned from Iraq, Alan Dooley observed that only the United States could do what we were doing there, and that America could only do so because we have a U.S. Army Corps of Engineers. When our Chief, General

Flowers, was asked in Congress how other nations were accomplishing similar work in Iraq, he responded that there was nobody else capable of doing what we are doing.

You bring the same kind of special, essential value to the St. Louis District and to our challenges. I deeply appreciate each of you for your great work.

Keep it up!

Essayons.

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**US Army Corps of Engineers**  
St. Louis District®

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Acting District Commander ----- MAJ Joseph D. Tyron

Chief, Public Affairs ----- Alan J. Dooley

Editor ----- Nicole M. Dalrymple

Address mail to: US Army Engineer District, St. Louis,  
ATTN: CEMVS-PA, 1222 Spruce, St. Louis, MO 63103-2833,  
Phone (314) 331-8095





**Destination: St. Louis**  
**Cont. from page 1**

Following these briefings and lunch in the District Headquarters, the group journeyed next to the Service Base for presentations on programs there.

At the Service Base they learned from Dr. Sonny Trimble and Amy Williams about the program to archive archeological relics and remains and a little about the application of cultural anthropology to real-world, real-time intelligence for combat forces. They also toured the Service Base's machine shop with Paul Schmidt, viewed Dredge Potter and the assembled fleet in the Mississippi. Dawn Lamb finished up the Service Base tour with a presentation on the micro modeling program.

From the Service Base the engineers from Fort Leonard Wood drove to the Melvin Price Locks and Dam where they also received a guided tour of the new National Great Rivers Museum, conducted by museum director Carol Ryan. One highlight of the visit to Mel Price included opportunities to try their hands at piloting a simulated barge tow into a lock, through bridges and then up bound passing a down bound tow.

Assistant Lockmaster John Branson guided the group on a tour of the Mel Price Locks and Dam, discussing in detail, operations during heavy icing conditions such as the group saw.



**Soldiers of the 169th Engineer Battalion find the view from the top of the locks and dam at Mel Price both exhilarating and informative.**

The Army trainers ended their day high above the ice-choked Mississippi, being briefed by Terry Miller in the control house, where the dam gates and locking facilities are operated.

Major Tyron, who spent the bulk of his busy day with the Soldiers, told them that he hoped they would take away several messages from their visit. First, he wanted them to recognize the missions and capabilities of the St. Louis District. He told them of the force multiplier effect of the Corps' civil engineering abilities that can be applied directly to emerging military missions. Finally, he reminded them that the Corps of Engineers offers those who are retiring from Army Engineering careers opportunities to continue their affiliation with the Army and to leverage their engineering skills in the civilian branch of the service.

Later in the week, three key members of the Japanese Ministry of Land, Infrastructure and Transportation arrived in St. Louis to discuss mutual interests concerning flood damage reduction and water resources.

Indicative of the importance of the visit was the presence of Mississippi Valley Division Channel Improvement Coordinator, Steve Ellis, for the two-day session.



**Chief of Engineers, LTG Flowers signs an international cooperation agreement. Under the agreement, Japan and the U.S. will share flood damage reduction and water resource information.**

This relationship began more than a decade ago with meetings in Tokyo, and was formalized with letters of agreement signed by Chief of Engineers Lt. Gen. Bob Flowers in a Tokyo ceremony in March, 2003.

The delegation, led by Kiyohiko Ujiie,



**It's an invasion of friendly forces as the 169th Engineer Battalion invade Service Base. Paul Schmidt, Dawn Lamb and MAJ Tyron were on hand to answer questions.**



spent a day discussing their shared interests with St. Louis District subject matter experts. Claude Strauser served as their host both days.

Early on the second day the Japanese visitors were met at the hotel and then taken by vans to the Mel Price Locks and Dam. Carol Ryan gave them a guided tour of the National Great Rivers Museum. Visiting before normal opening hours enabled them to scrutinize the new learning facility in detail, and the quiet conditions facilitated the conversations, conducted mostly through an interpreter to ensure understanding.

As with the Soldiers earlier in the week, the barge pilot simulator was the number one attraction. The simulator revealed the obviously difficult task of placing a 105-foot-wide tow into a 110-foot lock chamber safely, and demonstrated that even seemingly simpler tasks such as pushing the barges under a much wider bridge and passing another tow were also difficult and nerve-wracking. The other exhibits, particularly those relating to flood damage reduction and navigation also attracted intense interest.

Outside, the visiting Japanese were provided a walking tour of the lock wall, with discussions of the importance of the structure, how it was built and its key

role in supporting commodities exports over seas.

By mid morning the delegation was ready for a closer look at the river, and went aboard M/V Blankinship for a river transit to the District Service Base in St. Louis.

The initial pace was slow because of ice that had formed overnight below the dam and the need to move carefully to prevent damage to M/V Blankinship. Once in the open water, speed was increased and the visitors were afforded a superb water level view of the tail water and the impressive structure.

Heading south, they quickly passed an up bound tow with twelve barges. Claude Strauser explained how low water and some shoaling near St. Louis was making it necessary to recommend the twelve, versus fifteen barge tows.

Reaching the northern end of the Chain of Rocks, M/V Blankinship again encountered forming ice, identified by Claude Strauser as "frazzle ice." A rapid-fire discussion of the impact this type of ice, in the form of swarms of needle-shapes, on dredging and engine cooling ensued as the vessel proceeded carefully south.

Throughout the journey to and into the canal, the visitors were awed by the

large number of Bald Eagles, sitting in trees alongside, flying high overhead and in the canal an especially brave bird that flew from ice pad to ice pad ahead of the vessel, affording everyone an especially close view of America's national symbol.



**Mature Bald Eagles rest in the tree lined banks of the Mississippi**

Repeated references to the detailed river charts and the readings of Blankinship's fathometer provided many opportunities for the group to discuss river engineering structures and their applications. Questions about riverside businesses and commerce were also high on the interests of the Japanese visitors.

As they continued south they crossed under the actual bridges that had been projected in the training simulator at Mel Price, and the vessels pilot, Carl Okenfuss, pointed out the similarities between the trainer and the actual river, showing the visitors how the current and wind affected M/V Blankinship's course.

As the journey neared its end, M/V Blankinship was maneuvered to place the world famous St. Louis Arch off its fantail for a group picture of the visitors and their hosts for the two day meeting.

As the weary group trudged up the by-then, seemingly endless Service Base stairs, Claude Strauser pointed nearly 40 feet down to the tranquil river surface, and then up to the top of the flood wall. He noted that the flood of 1993 had reached within less than a foot and a half of the top. Flood damage reduction suddenly assumed a very real image for our Japanese guests as they prepared to end their visit to St. Louis and their journey back to their homeland.

"Hooah, and Sayonara!"



**Saturi Otani uses the National Great River Museum's simulator to pilot a 15 barge tow into a lock chamber. He received a lot of good-hearted advice, but no real help.**





## For want of a pencil, an education might be lost

We are all familiar with the old story that begins: "For want of a nail a shoe was lost... For want of a shoe a horse was lost..."

It is often difficult for Americans, living in a land of plenty, as we do, to grasp the importance of basics – like having a pencil or a pen to write with. For our children, too often the "vital" needs for schooling are to have a cell phone and designer clothing.

But Lock & Dam 24 Lockmaster Chris Morgan has seen the other extreme from the wealth of our homeland. Morgan was serving with the Corps of Engineers Task Force RIO (Restore Iraqi Oil) in northern Iraq when he first began to encounter multitudes of children trying to get an education without what we would consider the barest of necessities at home.

How can a child even take notes or develop writing skills if he or she doesn't have anything to write with? Morgan recently told, "I was asked many times by local children, 'Mister, can I have your pen?' I told my grandson Blayne Mehrle, in Winchester, Mo., of these questions, and Blayne took my query to school."

Morgan sent other stories of the children of Iraq to his family. He told of looted school rooms with pro-Saddam graffiti on classroom walls. He told of windows without glass – and it gets cold in Northern Iraq during the winter.

But the need for pens and pencils struck a cord in Winchester, and it was a theme taken up by Blayne's Winchester Intermediate School teacher, Cindy Black.

Black organized a drive to collect a broad variety of writing implements – ballpoint pens, markers, and yes, yellow wooden pencils like we take so much for granted.

Within days, three photocopier paper boxes of shiny new pens, pencils and markers were on their way to Iraq and Morgan.



**Chris Morgan received great joy just by sharing a tiny piece of wood and graphite -- a pencil -- with eager students and their teachers in an Iraqi school serving children of Iraqi oil workers in the country's northern oil fields.**

Recently he had the privilege of delivering them to schools serving families of oil field workers in northern Iraq. Since we were there to restore Iraqi oil, it just made sense to us to help the workers by doing what we could to restore a decent place for their children to get an education, Morgan reported.

He also noted that other Corps employees working with him had made similar pleas to their hometowns and that the responses had been overwhelming. "We have enough items to fill a large pickup truck," Morgan said.

In addition to government programs to replace missing windows and to repaint the classrooms, Morgan said that perhaps the greatest impact has come from the many, many examples of Americans caring for Iraqis – people to people giving.

"The gift giving caused a frenzy," Morgan reported of the pen and pencil presentations. "I cannot imagine children back home being so excited to receive a single pen or pencil," he added.

The day Morgan delivered the writing tools from the generous people of

Winfield was a happy day for another reason, Morgan reported. "It was report card day, and the kids were extremely proud to show us their report cards."

One American – a U.S. Army Corps of Engineers civilian employee, one grandson and one school have combined efforts to make a profound difference in several Iraqi schools.

"Mostly when we can make direct contact with the children, the future generation," Morgan told, "we can have an impact. All of us over here, have a dream that these people will enjoy a future of lifelong peace."

Winfield Intermediate School, Chris Morgan and his grandson Blayne have shared a little of their wealth and a lot of their love. It shows, and it makes a difference.



**Eager hands reach for Chris' pencils**



## Unsung Heros at Lake Wappapello

By Andrew Jefferson, Wappapello Lake Park Ranger

Imagine you've gone fishing during the winter on a partially frozen lake. Suddenly your world literally turns upside down when your watercraft capsizes and you find yourself in the frigid water. It doesn't take long for your body to go into survival mode and hypothermia sets in. If you're lucky, maybe you manage to right side your watercraft and get out of the water, or worse, all you can do is hold onto the craft and scream for help.

There is no imagining to this scenario. It is a real-life incident that occurred at Wappapello Lake on Jan. 29.

The morning air was crisp on the 29th when two lake visitors departed the Lost Creek Recreation Area for a fishing trip. The two men had enjoyed a similar, uneventful fishing trip just the day before, but they would not be so fortunate this day.

When the fishermen were returning to shore they decided to take a different route, a route that was shorter but meant breaking through some ice.

Their canoe was making a choppy break through the ice when it capsized. Both men fell into the icy water, a life-threatening situation. Although there were life jackets on board, neither man was wearing his.

They managed to get the canoe right sided, but it was full of water. Both men began to scream for help.

Harold Van Huss and his wife, who were staying at the nearby Lost Creek Lodge, heard their desperate cries. Immediately, Huss and his wife contacted Bill Sebastian, Lost Creek Lodge's concessionaire. Sebastian provided a 14-foot v-bottom boat for the rescue.

According to Van Huss, the victims were approximately a football field length away from shore. At first glance the distance did not seem to be too far

from shore, but distance perception on water can be deceiving.

Van Huss used a paddle in order to break the ice and reach the two fishermen. One of the men had managed to get back in the canoe and the other one was holding on to the side in water chest high. He could barely move his legs, Van Huss said.

Both men were rescued and brought to shore safely. They were immediately taken inside the lodge and wrapped in blankets. While the men recounted their story they were given soup and hot chocolate.

Sebastian contacted the Greenville Clinic and was given instructions on how to care for the hypothermia.

Two days later, Huss said his hands were still sore from beating on the ice during the rescue. When asked why he took such a risk, Huss said he did what he had to under the circumstances.

Because of his quick action, with assistance from his wife and Sebastian, the fishermen were rescued. The men were given another day to live and the opportunity to share this experience with others.



**Willie B. Safe says, "Beware of Hypothermia!"**

### Willie B. Safe Always Reminds us to:

- a) File a float plan
  - b) Wear a properly fitted coast guard approved life jacket
  - c) Use the proper type watercraft for specific activities
  - d) Keep a sounding device i.e. whistle or air horn on board
- and most important of all,
- e) Use common SENSE





## Rollover can be reduced with safe driving

More than a third of vehicle occupant deaths are due to single-vehicle rollovers, according to a recent study by the Insurance Institute for Highway Safety.

The popularity of sport utility vehicles plays a role. Because they are designed for off-road driving, they have a higher center of gravity. Drivers can lose control more easily when they make a sudden turn. They are also a little top heavy. But when it comes to safety, the largest factor is the person sitting behind the wheel.

These are some of the factors that cause drivers to lose control of an SUV:

- Speeding. Observe the speed limit and slow down when the weather is bad or the road is crowded.



- Overreacting. Sudden turns are often caused by drivers who are not paying attention. They fail to use directional signals and fail to see someone in their blind spot. They yank the steering wheel, overcorrect, and lose control.

- Taking curves faster than the posted speed limit, not allowing for weather conditions.

- Continuing to drive when the driver is sleepy, overtired, or exhausted. Such drivers fail to see trouble coming or may drive onto the shoulder, then overcorrect causing them to lose control.

### Surviving a rollover

Ejection is the main cause of death in a rollover. A person wearing a seat belt is 50 percent more likely to survive such a crash.

If you are wearing a seat belt, you may find yourself hanging upside down inside the car. Stop to think before you do anything. Put your arm out to catch yourself before releasing the belt so you don't fall.

Always free yourself before undoing a child's safety seat. Be prepared to catch the child.

## Cheese is delicious and full of calcium, but don't eat too much

It has been more than 4,000 years since cheese was accidentally discovered by an Arabian merchant. Over time, the delicious stuff spread to Europe where the process was improved by monks in the Middle Ages. It later became an English favorite.

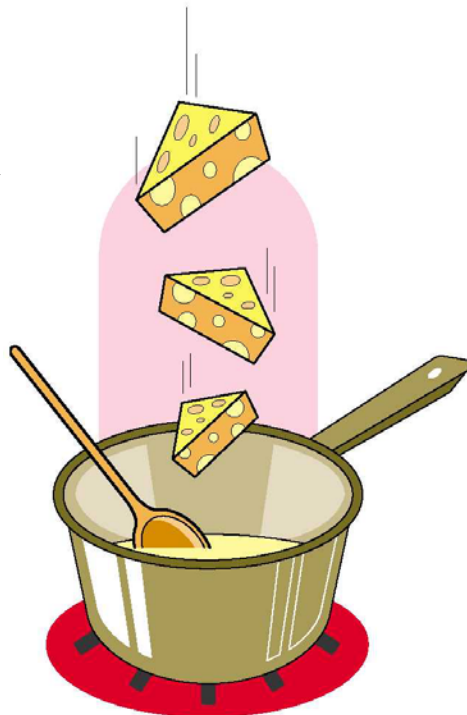
Cheese came to America with the Pilgrims, and the rest is history. Today, the average North American eats about 30 pounds of cheese each year.

While it contains a lot of high-quality protein, calcium, and other nutrients, cheese also contains a lot of fat. That's because it's a concentrated food. It takes five quarts of milk to make a pound of cheese.

Some cheeses are relatively low in fat such as feta and goat cheeses.

An ounce of Swiss cheese (about the size of two dominoes) has 272 milligrams of calcium, the most of any

cheese, and has just 74 milligrams of salt, the least of any cheese. It contains 107 calories per ounce. Low-fat Swiss has 80 calories.



American cheese has 45 calories per slice, 3 grams of total fat, and 330 milligrams of salt, the most of any cheese. Reduced-fat cheddar and Monterey Jack have about 75 calories per ounce and five or six grams of fat.

In his book, *Low-Fat Cooking to Beat the Clock* (Chronicle Books), Sam Gugino says if you buy the cheese you like best, you'll be satisfied with eating less of it.

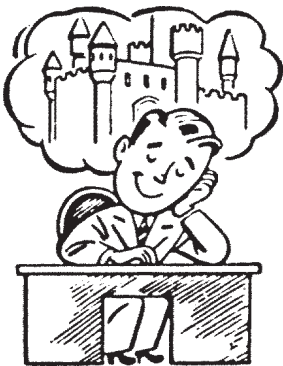
Lifetime Food Company, a low-fat and fat-free cheese maker, gives these cheese sauce recipes. Bring liquid to a boil before adding grated cheese:

- Fondue - 8 ounces white wine to 8 ounces grated low-fat or fat-free Swiss.
- Beer Cheese - 8 ounces dark beer, ale or lager, 8 ounces low-fat sharp cheddar.
- Stir until grated cheese is melted.



Thousands of St. Louisans thronged the city's waterfront to await the arrival of President Roosevelt aboard the Corps paddle wheel steamer Mississippi.

## The Way I Remember It



Numerous Presidents of the United States have visited St. Louis. The initial news of their coming creates excitement and marks the start of a lot of work for many people.

Politicians start their welcoming speeches, security is alerted, reporters start their research and begin thinking about questions they want to ask, etc. This has happened many times in St. Louis and will probably happen many times in the future.

A recent visit by President Bush created many changes in the daily lives of St. Louis residents. The airplane schedules at the airport were altered due

to the arrival/departure of Air Force One. The interstate highways were temporarily closed for the motorcades to and from the airport. Police barricades blocked streets, covers were welded on the sewers, whew! There are always lots of things to do.

I want to tell you about a visit to St. Louis that was a little different. This was a visit by President Teddy Roosevelt in 1907. President Roosevelt was on a mission, giving his personal attention to a study he had initiated. He appointed an Inland Waterways Commission (IWC) in March 1907 and their resulting report was completed January 3, 1908.

The report, with the President's endorsement was sent to Congress February 26th. In part, the report stated, "The development of our waterways and the conservation of our forests are the two most pressing physical needs of our country . . . and they should be vigorously met together and at once." President Roosevelt had some first hand experience on this matter because he took a river trip from Keokuk, Iowa to Memphis, Tennessee in October 1907. He made this journey on the Steamer Mississippi, a vessel operated by the U. S. Army Corps of Engineers.

The Mississippi River Commission

offices were located in St. Louis from 1879 to 1929. This trip by the President created quite a sight on the river because many other vessels participated in the journey along with the Corps vessel.

The newspapers at the time referred to this procession as the "Roosevelt Parade". Also on board the Corps vessel were some twenty state governors. As I was researching this historic visit for this article, I found a fascinating letter the President had written during his river journey. I want to provide this letter, in its entirety, to the readers of this article. I think you will enjoy reading his thoughts. This letter was written to one of his children.

*On Board U. S. S. Mississippi, Oct. 1, 1907. DEAR ARCHIE:... I am now on what I believe will be my last trip of any consequence while I am President. Until I got to Keokuk, Iowa, it was about like any other trip, but it is now pleasant going down the Mississippi, though I admit that I would rather be at home. We are on a funny, stern-wheel steamer. Mr. John McIlhenny is with me, and Capt. Seth Bullock among others. We have seen wild geese and ducks and cormorants on the river, and the people everywhere come out in boats and*





The unknown photographer took three separate photos and joined them together in a panorama in order to capture the enormous crowd and the dramatic event's grandeur.

*throng or cluster on the banks to greet us.*

*Oct. 4, 1907 You would be greatly amused at these steamboats, and I think you will like your trip up the Mississippi next spring, if only everything goes right, and Mother is able to make it. There is no hold to the boat, just a flat bottom with a deck, and on this deck a foot or so above the water stands the engine-room, completely open at the sides and all the machinery visible as you come up to the boat. Both ends are blunt, and the gangways are drawn up to big cranes. Of course the boats could not stand any kind of a sea, but here they are very useful, for they are shallow and do not get hurt when they bump into the bank or one another. The river runs down in a broad, swirling, brown current, and nobody but an expert could tell the channel. One pilot or another is up in the Texas (deck) all day long and all night. Now the channel goes close under one bank, then we have to cross the river and go under the other bank; then there will come a deep spot when we can go anywhere. Then we wind in and out among shoals and sand-bars. At night the steamers are all lighted up, for there are a dozen of them in company with us. It is nice to look back at them as*

*they twist after us in a long winding line down the river.*

Roosevelt was obviously favorably impressed with his travels aboard the Corps of Engineers steam-powered paddle wheeler, Mississippi, and apparently enjoyed his journey immensely.

Although the President in his letter to



**President Roosevelt on board the Steamer Mississippi. With him is Chief Forester of the United States, Gifford Pinchot.**

his son did not mention it, an interesting historical note may be appropriate. The very first steamboat on the inland waterways was the "New Orleans". It journeyed down the Mississippi River in 1811. The pilot of this vessel was named Nicholas Roosevelt. He was President Roosevelt's great, granduncle. So Theodore Roosevelt apparently had a little Mississippi River water in his veins.

As I said, Presidents will continue to come to St. Louis, and will do so for a variety of purposes. Maybe they should all come by way of the river. At least that way they would not alter flight schedules at Lambert Airport nor would their motorcades befoul the Interstate Highway system.

And I'm sure that a journey on the Mississippi would be both relaxing and informative for a harried Commander-in-Chief. Maybe such a journey should be required of each President – he, or she would certainly better understand the treasure that the Mississippi is to our nation. In fact, maybe I'll tear this item out, highlight that suggestion and send it to the White House!

*Claude*



## Where'd Roger Hayes Go?

by Alan Dooley

Yes. Where did Roger Hayes go?

His departure Monday, Feb. 2, was entirely in character. He was seen at lunch with Major Tyron. Several people chatted with him in the third and fourth floor halls. I even hugged him - old military people do things later in life they wouldn't have considered earlier. And then he was gone. Just, gone. That was the way he wanted it: no ceremony, no luncheon - just a last day at work.

Roger's first visit to St. Louis occurred in 1967. He was traveling from his childhood home in Freeport, Ill., (home of the Freeport, Illinois High School Fighting Pretzels - but that's another story), and changed trains at Union Station en route to boot camp at Fort Leonard Wood, Mo.

From there he would go on to a one-year tour with the 25th Infantry Division in Vietnam. Later, much later, that year in his young life would be recounted in his acclaimed Vietnam War book, *On Point*.

Upon his return from Vietnam, Roger entered college at Southern Illinois University at Carbondale. There he earned a bachelors degree in Forestry in 1975.

"I took a test that landed me on the Federal Register," Roger said. "I didn't even know that the Corps had lakes and recreation facilities, but they contacted me and invited me to come in for an interview.

"I was hired as a park ranger at Carlyle Lake. I thought, 'I can do this for a few years.' That was 30 years ago. The Corps has been good to me. I've loved my work. It has allowed me to raise my family and pay my bills."

Hayes clearly still cherishes his formative Corps years. Telling of his first job, he said, "I used to get up in the morning so excited - every morning. In fact, I didn't want the weekend to come. I was never happier than when I was in

the field. That extends to today," he told from his small cubicle. "My greatest joy is being out in the field. If I cannot be there, then supporting the field is the next best place to be."

And that is what Roger has done for the last 14 years, serving the St. Louis District as its Visitors Assistance Coordinator.



**Roger Hayes enjoyed a wide variety of experiences during his thirty years with the Corps of Engineers.**

In his work, Hayes frequently received calls and letters from people, many of whom either had had a bad experience at a Corps recreation facility or were prohibited from doing something they wished to do.

Often, simply explaining why a regulation was in place answered the question. For example, "Some people want to be able to get duplicate park stickers for their vehicles so they can use different ones. But when we explain that a few unscrupulous people have in the past either lent portable identifications to others or passed along 'duplicate' stickers to people so they could avoid paying their fair share, most people understood."

"Other people," Hayes pointed out, "don't know that it may take a while to effect perfectly good ideas. Our budgets are limited and we cannot do everything at once. But for example, we are working hard to incorporate more wheel

chair and other types of access so everyone can enjoy the recreation opportunities we have to offer."

Hayes also answered Congressional Inquiries concerning District recreation projects: "161 of them in 14 years," he detailed, reaching for a 3.5 inch floppy disk on a shelf above his desk. "They're all right here."

Beside his work ensuring the best possible recreation experiences for visitors to Corps projects, perhaps the highlight of his life has been getting his first book published.

"I wanted to share my Vietnam experiences, but I couldn't imagine writing a book on a typewriter. I still don't know how people did and do it.

"I got my first computer in October 1996. By November I was starting to write. *On Point* was published by Presidio Press in May of 2000," he said.

The book, which relates more the culture and experience of war than a simple recounting of battles, has garnered great interest. It is required reading at the Army War College, Air War College and Army Command and General Staff College. The Army Historical Foundation recognized it by awarding the book their Distinguished Book Award.

"But my favorite response has come from people. I've had wives at Vietnam unit reunions tell me that after reading my book they finally understood what their spouses experienced in Vietnam. A few weeks ago I heard from a Vietnam vet. He told me that he long thought that he would write the definitive here's-how-it-was book, but that I had beaten him to it. Those kinds of comments are the real rewards," Hayes related.

So what does a former Soldier, Park Ranger and guitar player (He made a living playing rock and roll for five years.) do after three decades?

Much of his life remains devoted to the land where he learned of both the horrors and the culture of warfare — Vietnam. While that nation occupies much of his attention, he is not a prisoner of his memories. Instead, his life has continued to progress while he





has maintained a fascination with that far away land.

"I correspond with a young lady in Hanoi," Hayes reports. "I use e-mail to discuss our two cultures, our homes, our lives and families, and to learn how it all came out after I departed 36 years ago. She is my window into her culture, and I hope I do the same for her."



**A young Roger Hayes sits in a armored personnel carrier (APC). Years later, Roger will recount these experiences in his book *On Point***

Another fascination Hayes has is with aviation. To slake that thirst he has joined a computer-based club that devotes its attention to the venerable DC-3, a propeller-driven aircraft. Even though he may never fly in one again, today he pretty well knows how to pilot one. To advance the game culture, he has created a series of virtual airline flights that cover routes in Vietnam and elsewhere on the old Indo-Chinese peninsula.

Hayes also has the appetite to write more books - probably on Vietnam.

"I will take some time at home first, but soon I am heading for Leander, Texas. My first company commander lives there now. He adopted two little girls in Vietnam. We have talked and I know there is an important story there. As a result of one man's travels far away to fight a bloody war, two human beings with rather limited futures have had

entirely different lives. I want to tell that story of humanity."

"My correspondence with the girl in Vietnam may open another volume - an attempt to relate the story of post-war Vietnam through her eyes and experiences," Hayes noted.

#### **What would he change if he could?**

"I sometimes wish I had escaped from my desk and returned to the lakes," Hayes said. But he has had the opportunity to have a positive impact on the entire District and how it meets the needs of thousands of American recreation seekers every year - many more than he might ever have reached at one lake.

Roger's writing skills, his in-depth grasp of the entire U.S. Army Corps of Engineers recreation program and his ever-present smile and sense of joy for life will be sorely missed on the third and fourth floors of the RAY Federal Building, as well as throughout the District.

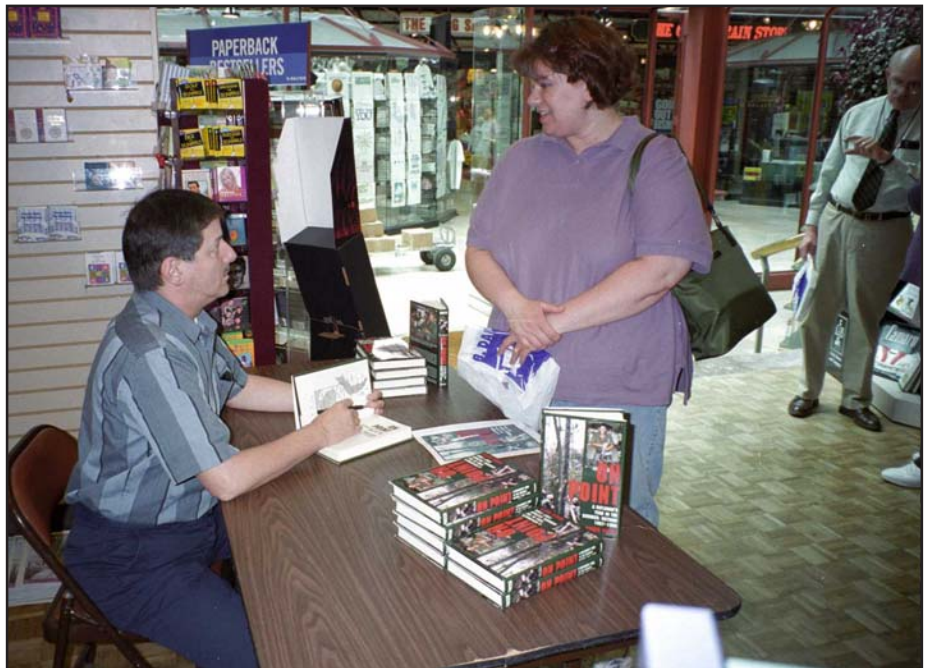
But one Corps employee when asked what he would miss most about Roger replied, "Who's going to run the Thursday Trivia contest now?" A man for all events, for several years, each Thursday,

Hayes clipped the trivia contest from the St. Louis Post-Dispatch, and convened an ever changing group in the building cafeteria at 11:45 a.m.

After everyone had finished their meal, Hayes always with a flourish, produced a carefully trimmed quiz clip from the paper: "First question - List the nations that border on Iraq..."

And that's part of what happens when somebody just leaves after three decades. We miss him. We miss him badly.

*Author's Note: We are living in an age of "block-obsolescence" in the St. Louis District. Although I am a relative newcomer to the District, I am amazed at the breadth and scope of the personalities of the people who make up the family here and around the 28,000 square miles we have been granted stewardship over. I wish I could write about all who leave us - but I cannot. From time to time when I am able, I will. Roger Hayes's departure fit both my schedule and proclivities. So I tried to capture a little of his spirit as he silently departed Monday, Feb. 2, 2004.*  
— Alan



**Roger Hayes signs a copy of his book *On Point* for co-worker Marla Hayes. This Borders Book Store is located in Union Station where Roger passed through on his way to Vietnam.**



## Faces & Places: Lake Wapapello

We visited Wappapello Lake recently and pinned down "The Voice of

Wappapello Lake" Donna Adams for an interview. One of the high-lights of meeting Donna at work the first time was the display of photos around her desk – many featuring

an eclectic collection of animals. What started out to be a simple profile of the person who answers the phone at Wappapello got pretty long though. We even learned about her young counterpart. We hope you'll enjoy reading as much as we enjoyed asking and recording the following:

Q – Donna, you've been at Wappapello Lake a long time. Is that before the St. Louis District took over from Memphis?  
A – I've been here a loooooonnnnnnggggg time. I started at Wappapello in August 1982. We transferred into St. Louis District that October. I just logged in 24 years last week (12 Feb)! If you're doing the math, I started working for the government full time at age 18 (for real).

Q - You've shown me the photo of your pot-bellied pig.

A - Yes, that was my beloved Barbie Q. She died due to complications from having babies. I guess it's suspicious that my "pets" have food names (rabbit Stew, Barbie Q. Pork, turkey Dumplin,

etc.) We have stopped the practice as it causes the animals to twitch. We have a dog, cats, chickens, ducks, rabbits, turkeys, pigs, koi fish, tropical fish, and a parakeet). Oh, yes, I have a husband (Darryl) and two neat kids too (son Dylan age 15 and daughter Dakota (11 next month)!



**A trusting wild turkey came to visit Donna's family last November.**

Q - The photo of the Turkey on your porch is great. Judging from the barren trees, was the poor bird seeking asylum or just living dangerously?

A - The photo is dated 16 November (the week before Thanksgiving). She likes to get on the back porch and look in the kitchen window. I don't think she knows that people eat turkeys. She hangs around with a guinea fowl turkey-wanna-be. Maybe she thinks she is a guinea and has nothing to worry about. I know this sounds like I'm a rancher or something, but I'm closer to, like, Lisa Douglas from Green Acres. I didn't know the rules when I got here.



**Donna's beloved Pot Bellied Pig, Barbie Q. and her piglets.**

Q - What are some of the questions you're asked most often? What's the lake stage today?

A - Where are the fish biting? How do you get there from...? How do you spell Wappapello? Where do I stick this? (see question below) This one's my favorite!

Q - I saw you selling something. What was that? Some kind of permit?

A - That was an Annual Day Use Pass sticker – what they ask me where to stick. With one, people can use all the boat launching ramps and beaches without paying by the day. It is to be stuck to the back of the inside rear view mirror, by the way.

Q - Tell us about the move to the new building?

A - We were all finally together for the first time, which was neat. Before, we had what is now the visitor center (much smaller then) for the "business" office, an old dam keeper's house, a trailer, and a garage for ranger and maintenance offices. I am unofficially in charge of keeping our new place nice. Actually, it will be 10 years old this August, but I still call it "new". I try to keep our equipment and supplies in contrast with the color scheme. The day we moved in I confiscated contraband (avocado green and burnt orange paper trays, yellow chairs, etc.)

Q - Is it better or worse than the old visitor center?

A - It certainly improves efficiency and communications. But my wonderful view across the lake is replaced with the parking lot.

Q – What's your favorite festival or event?

A - They are all great, but I am partial to the Old Greenville Blackpowder Rendezvous. It is a re-creation of the old days (pre-1840's) when the mountain men (and women in this scenario) came down from the mountains in the spring to trade furs for supplies and get in a little partying. Everyone dresses up





(down?) in costumes like French fur trappers, Native Americans, frontier women (Calamity Jane, Annie Oakley) and hawks their wares and demonstrates their crafts. There is GREAT food: homemade root beer and sarsaparilla, funnel cakes, jerkey, etc. My favorite is the kettle fried potato chips. No Atkins diet here. People compete in blackpowder rifle shooting, knife and tomahawk throwing, husband calling, and iron skillet throwing contests. In the evenings, there is bluegrass music and Native American dancing at the primitive camp (the old canvas tents and tipis (real spelling of teepees)).

Q - Your counterpart here is Tiffany? Kathy Souders told me Tiffany has a very "cute" sneeze. Is that true? Tiffany told me she's about to graduate from college. Her wedding's set for



Tiffany Page

May and she's busy making all the plans for the reception. She told me about making her own decorations. Neat! A - It's Tiffany (one "f") G. (Gay) Page. Tiffany started here at age 16 as the "Yard Bird." She kept the work yard clean, (swept out buildings, washed vehicles, raked leaves, real WORK). She really worked her way up through the ranks. Now she is a Budget Technician co-op employee. She will graduate in May. She will likely assume the duties of our Purchasing Agent, as Louella Fouts and Budget Technician (Harlan Lamb) have both decided to seek VSIPs! (You read it here first, folks.) Thus, she begins her whirlwind tour of training. Her first big class is in Arlington, Virginia right after her May wedding. So that may be the honeymoon. Anyway, she has allergies and has to sneeze... a lot (God Bless you infinity!) She does so very demurely, never wanting to call attention to herself. When I sneeze, I sneeze. My parakeet fell off his perch one time when



Three "Big Wheels" at Wappapello Lake? Donna and Tiffany pose beside a tractor as "tired" time keepers.

I did. She doesn't want to sneeze in the wedding! It is a sweet sounding sneeze, though. She is 24 years old and has eight years of service!

We are both the "Voice of Wappapello", but can you tell which is which? Everyone says we sound just alike on the telephone (even our menfolk, which can be tricky.) Lots of district folks like to guess each time they call and some are pretty good (We really appreciate Tamara Atchley's effort and skill). We are both small, but I'm an old woman married 20 years. She's young and about to be married, I have short, dark hair. She has long, blond hair, etc. We work well together and just act like

we are whomever the caller thinks they are talking to (except our menfolk!).

Q - Is there anything else we should have asked?

A - I was an Addams Family freak before I met Darryl. I don't know if his name had any influence on our relationship.

My computer desktop is set up in that theme (Morticia saying "Mails in" etc). At home I have a fish mount with a leg sticking out of it (like Cousin Farouk sticking out of the swordfish) It's big fun!

Oh yeah, I say "eh?" a lot (French Canadian great grandma). Thank you for your interest.



## DoD Announces Korean Defense Service Medal

The Defense Department announced today the creation of the Korean Defense Service Medal (KDSM). The KDSM is a service medal to give special recognition for the sacrifices and contributions made by members of the U.S. armed forces who have served or are serving in the Republic of Korea.

Public Law 107-314 legislated the creation of a new medal to recognize military service in the Republic of Korea and the surrounding waters.

Members of the armed forces authorized the KDSM must have served in support of the defense of the Republic of Korea. The area of eligibility encompasses all land area of the Republic of Korea, and the contiguous water out to 12 nautical miles, and all air spaces above the land and water areas.

The KDSM period of eligibility is July 28, 1954, to a future date to be determined by the secretary of defense.

Servicemembers must have been assigned, attached, or mobilized to units operating in the area of eligibility and have been physically deployed in the area of eligibility for 30 consecutive or 60 non-consecutive days or meet one of the following criteria:

- Be engaged in actual combat during an armed engagement, regardless of the time in the area of eligibility.
- Is wounded or injured in the line of duty and requires medical evacuation from the area of eligibility.



- While participating as a regularly assigned air crewmember flying sorties into, out of, within, or over the area of eligibility in support of military operations. Each day that one or more sorties are flown in accordance with these

criteria shall count as one day toward the 30 or 60-day requirement.

- Personnel who serve in operations and exercises conducted in the area of eligibility are considered eligible for the award as long as the basic time criteria is met. Due to the extensive time period for KDSM eligibility, the nonconsecutive service period for eligibility remains cumulative throughout the entire period.

The KDSM may be awarded posthumously, and only one award of the KDSM is authorized for any individual.

Each military department will prescribe appropriate regulations for administrative processing, awarding and wearing of the KDSM and ribbon for their servicemembers, to include application procedures for veterans, retirees, and next-of-kin.

More than 40,000 members of the U.S. armed forces have served in the Republic of Korea or the waters adjacent thereto each year since the signing of the cease-fire agreement in July 1953, which established the Demilitarized Zone. For more than 50 years, U.S. Armed Forces' efforts to deter and defend the Korean Peninsula have helped maintain democracy and preserve the indomitable spirit of freedom.

## Long-term loan can put you in the car, has advantages, disadvantages

Our love affair with the automobile is keeping manufacturers in business, car owners delighted, and the economy rolling along.

Some buyers are opting for high-priced sport-utility models and luxury cars that sell for \$30,000, \$40,000, or more. It's enough to break a budget, but long-term loans have made the deals possible.

Traditional car loans were for three or four years. Many new loans are for five or six years, some for seven years, and a



few banks finance an expensive vehicle for eight years.

Six-year loans account for 28 percent of new car financing, up from 19 percent two years ago, according to the Consumer Bankers Association. Seven- and eight-year loans are made for \$20,000 and up.

Sometimes long-term financing makes sense. Cars last longer today, making the

loan a better move than in the past. With the average price of a vehicle standing at \$27,000, many buyers can't afford a four-year loan.

There are downsides. Long-term loans carry higher interest rates. Taking out a \$20,000 loan with an 8 percent interest rate over eight years (instead of a five-year loan at 5 percent) reduces payments by about \$100 a month. But it adds nearly \$4,500 in interest expense over the life of the loan.

In the case of the five-year loan at 5 percent, buyers owe more than the car is worth for the first three years of the loan. For the eight-year loan, at 8 percent, they owe more than the car is worth for five years.





## Retiree's Corner



The retirees had their monthly luncheon at the Salad Bowl on Jan. 15. It was the first of the new year. It was great to see that many of us made it through the holidays with little to no weight gain.

It was announced that Tom Mudd died Dec. 27. Sandor Dombi was surprised to find out that he and Tom were in the same military outfit. That discovery started a long discussion about the military escapades of many of those in attendance. Charlie Denzel said that he served in a very hazardous area – Vicksburg Mississippi at the Waterways Experiment Station. (Everyone agreed that it must have been hazardous since he was from the North.)

Joe Bisher mentioned that he had fond memories of his visits to Vicksburg and its Civil War battlegrounds. While there he would imagine the conditions of the

time. He said it was more of a “gentleman’s” war, in that they fought in the daytime and rested at night. He did agree that war is hell no matter what, but there is a lot of history in the area. Unfortunately, he has never been to the riverfront’s historical park, where they have the gunboat “Cairo,” one of the boats used to blockade the city.

Remembering the gunboat “Cairo” prompted a discussion of when a former St. Louis District Engineer had some workboats christened at Chester, Ill. in the early 1970s. The boats were named after ones used to block Vicksburg during the Civil War. The former DE took great delight in making the name recommendations through the division office at Vicksburg and getting approval from headquarters in D.C. It wasn’t until after the approval that someone in the Chief’s operations office called the division and mentioned the historical connection behind the names. Needless to say the division office was upset and attempted to have the action disapproved, but failed. Colonel Decker took great delight in christening the boats and causing considerable irritation to the division office. (That was kind of his style.)

Lew Scheuermann also contributed to the historical discussion. He remembered there being four dredges and a maintenance unit used for bank revet-

ment when he was first working for the District. During his career, he helped dispose of the maintenance unit and three of the dredges, the last one being the Kennedy. The changes had an impact on a great many employees, but it was an indication of the things to come. That was the beginning of the down sizing of the District and the Corps.

Don Wampler mentioned that he and Bob Maxwell probably hired all the people that were impacted by down sizing and it hurt. Don also mentioned that Bob Maxwell is doing fine. He spent the holiday season in New England with family. Bob has difficulty getting around due to bad knees. He has to get a “lube job” periodically to keep his knees functioning, but that’s not bad for a nonagenarian.

For the more recent retiree, January’s luncheon was a great history lesson about the St. Louis District. It must have been interesting working during a time of great change. Employees still managed to get the job done though and had fun while doing it.

The Retirees meet on the third Thursday at the Salad Bowl about 11:30 a.m. Everyone is welcome.

The Salad Bowl is located at 3949 Lindell, three miles from the District Office.

## What to buy: Experiences last longer than things

Spending money on an experience, like a weekend trip or concert tickets, will give you more pleasure in the long run than material things such as jewelry or a sweater.

That’s what scientists at the University of Colorado and Cornell University discovered through their extensive interviews. Philosophers since Aristotle back up their findings. They claimed that experiences fulfill us more than material goods.

Some purchases, such as sporting goods and books, will fall into both classes. To circumvent this condition, the researchers simply asked people to think of purchases they made with the intention of advancing their own happiness.

Quoted in Psychology Today, the researchers say that memories get better with time. We redefine them and reconstruct them as we recall our experiences, and they continue to be a part of who we are.

There were demographic differences. Women were happier with experiences than men, and people with high incomes tended to like experiences better. That’s

because the more income people have, the less any purchase will improve their quality of life, the researchers conclude.



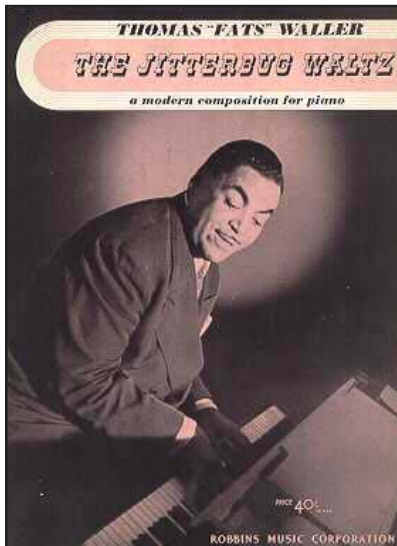
# February is National Black History Month

## Harlem swings with Fats Waller

In 1916, when I was in third grade and living in Harlem, I used to attend the Lafayette Theater, the main theater for blacks in New York. It regularly presented some of the best black talent in musicals and serious drama. I saw some all-black films there, produced by blacks.

In front of the Lafayette was a tree known as the Tree of Hope.

If a black entertainer had a period of unemployment, he would come by, kiss the tree, and rub its bark. So many of them got jobs that the name stuck.



**This sheet music from Robbins Music Corporation featured "Fats" Waller on the cover.**

trumpet, drum and bass. He wrote a flock of songs like *Honeysuckle Rose*, *Ain't Misbehavin'*, and *Your Feet's Too Big*.

Fats didn't make much money out of all the pieces he wrote. He'd sell them as soon as he composed them and lose all of his rights, but he always lived high.

In December 1943, I read that Fats died. He was returning to New York when he had a heart attack. He was 39.



**Fats Waller and his Rhythm - 1938 left to right: Slick Jones, Herman Autrey, Fats Waller, Charlie Turner, Albert Casey, Eugene Sedric.**

Around the corner was the Lincoln movie theater. That's where Fats Waller started playing the pipe organ on weekends. He was 12 years old. His father was a minister at the Abyssinian Baptist church. His mother played piano.

Fats attended P.S. 89 the same time I did. I saw him at school a lot and went to hear him at the theater. He wore a cap and knee pants. And he had frog eyes; I could always remember those bulging eyes. Whenever I talked with him, he was full of wisecracks.

I guess he got his nickname in grammar school, because he was fat then. Nobody picked a fight with him. He was big. His given name was Thomas.

I lost track of Fats and didn't follow his career until I was living in California. Then the records started coming out. He became one of the most popular entertainers of his time, mostly because of the style of piano he played, very enthusiastic. He was also a composer and singer. He accompanied himself on his records, sometimes as a soloist, or he played a saxophone,

*We've been unable to identify the author of this poignant remembrance of a brilliant performer, but its message echoes across the years.*